

The **National** *Falcon* News

MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

NOVEMBER 2018



**1965 Convertible
Steve & Carol Springer
Austin, Texas**

ON THE COVER

This month's cover photo shows that a younger generation of Falcon lovers just may be gaining in numbers. Young men and women love our favorite birds!

This month's cover model Luke Woodruff is standing next to his grandfather's 1965 Falcon convertible. He is the grandson of Steve and Carol Springer (FCA #1044) of Austin, Texas. Steve is a former president of our club and he and Carol have been active in the FCA for many years.

Luke's orthodontist has a photo wall with a professional picture of her patients, post braces. Her patients can decide on props and/or places to have these photos taken. Luke's prop was his Papa's green convertible! Steve was quite touched with this request from his 16 year old grandson. We salute Luke and his generation on this month's cover. And, there's also an interior shot on page 13. Thank you Carol for sending us these photos.

CALENDAR OF EVENTS

MARCH 29-30, 2019

**11TH ANNUAL SOUTHERN COAST REGIONAL
PENSACOLA, FLORIDA**

Hosted by Southern Coast Chapter; registration form on wrap

APRIL 5-6, 2019

TEXAS REGIONAL

Hosted by Third Coast Chapter

JULY 11-13, 2019

**FCA NATIONAL MEET
WINTER PARK, COLORADO**

Hosted by Mile Hi Chapter

To be included in our Calendar of Events and listed on our website,
be sure and send your upcoming FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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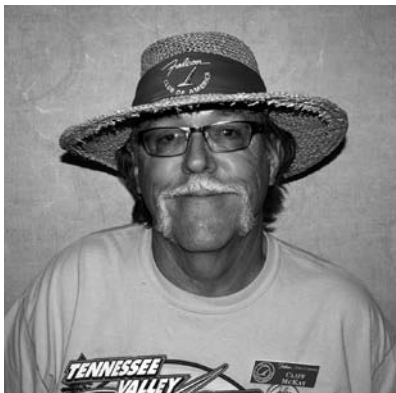
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The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

I must commend the Gulf States Chapter for their continued support for Falcons attending the annual Crusin' the Coast event! I trust that all who were able to attend had a great time—as most all of the events had great weather and great turn-outs too! To those members who have never attended this event, or a Regional or National Meet, I strongly encourage attending one and you might really be surprised at just how much fun can be had at a Falcon event.

Cruisin' the Coast had a record-breaking year with people from 44 states. Unfortunately, I again did not get down to attend the festivities again this year...maybe 2019 will be my year! We do want to extend that our thoughts and prayers to those along the coasts that have been affected by the recent hurricanes.

I hope all of you have had some time to check out the latest changes and continuous improvements that are being made to our FCA website. There are more articles and the FCA is always looking for more contributing authors too! You can submit your articles through our technical advisor network. Our website password is still the same: use imFCAiwi! to gain access to these technical articles. I would like to specifically thank our new Webmaster Mike Grant, for helping to keep our FCA website up to date and for assisting Wally Tirado in keeping it current for us all.

Attention one and all! A new password protected Membership Directory is now available at our website, falconclub.com you will find it in the website's password protected section. Go to "Our

"Our website password is still the same: use imFCAiwi! to gain access to these technical articles. "

Club," click on "Membership Directory" to see the listings provided. It will prompt you to enter the password, which is *imFCAiwi!*. You will find the various lists on the left side of the page. You will need Acrobat 9 or Adobe Reader 9, or later to read the files. There is an option to download Acrobat Reader, if you do not already have it. Please review your data, and if any errors are noted, please email our Membership Secretary at membership@falconclub.com so we can update it as soon as possible. The lists are in PDF format and are fully downloadable. Plans are in the works to eventually print copies for those who do not have internet access.

I want to personally recommend to all our FCA members to try to attend next year's 2019 National event in Winter Park, Colorado. The event hotel and condos are very nice facilities with plenty of parking. Check out the 2019 Nationals website, take a look at what central Colorado, and especially the Rockies, have to offer. Ask questions and maybe even offer some suggestions if you like! I know the chapter guys and gals are already hard at work on making it a good time for all who attend.

Take care! Have a wonderful late fall season crusin' in those fabulous Falcons as your local weather. Oh yeah...don't eat too much turkey, stuffing, noodles, rolls, cranberry sauce, and pumpkin pie for Thanksgiving either!

—Cliff McKay (FCA #7987)
Peck, Kansas



Jim Ratliff

On June 1st and 2nd, 2018 at the University of Dayton Marriott in Dayton Ohio, the Ohio Valley Chapter hosted its first ever Regional Falcon Meet and we had a blast. With over 80 registrants, the quantity and quality of cars on display was fantastic!

For the early arrivals we started things off right on Thursday night with a trip for dinner to Carillon Brewing Company, the nation's only production brewery in a museum, and the only U.S. Brewery replicating the historic brewing process. The turnout for this trip was a little more than we expected but the period costumed staff and kitchen handled our crowd nicely and served up some great old world comfort food that was enjoyed by all. On Friday we caravanned to the National Museum of the United States Air Force—the oldest and largest military aviation museum in the world—located at Wright-Patterson Air

Force Base, near Dayton. There we checked out some of the 360 aerospace vehicles and missiles on display with one of the highlights being the new Memphis Bell exhibit. We even saw a little different kind of Falcon—a General Dynamics F-16A Fighting Falcon to be exact. Speaking of different and unique Falcons, thanks to the Sickle family, on Saturday our show field was graced with what has to be the oldest Falcon ever exhibited at an FCA event! Unfortunately this wasn't one of Henry Ford's birds. It was an actual American Kestrel Falcon that was preserved for museum display in the mid 1920s... how's that for an old Falcon? World famous drag racing legend and Dayton resident Ohio George Montgomery, whose 1960 Ranchero was featured on our event logo and tees, also came by and visited with us on Saturday. Everyone enjoyed meeting and chatting with him about the history of drag racing



Best in Show



American Kestrel Falcon



Falcons heading to the Air Force Museum



We made it to the Museum!



Jerry York and John with Ohio George Montgomery



F-16 Fighting Falcon at the Air Force Museum



Big Birds. Little Birds.

and his famous race cars. Thanks for the visit George. We always enjoy your company! On show day, the sun shone down as the drone hovered round our collection of cool Falcons and after some very intense participant voting things came to an end with an awards banquet with over 100 people in attendance. The meal provided by the hotel was excellent and although the awards ceremony was not without its mixups, we all made it through just fine! Thanks to everyone who took part in and helped make our event a great success. The Ohio Valley Chapter is convinced

that we, along with the city of Dayton, have much more to offer so you are invited to join us there in 2020 to celebrate our little Falcon's 60th Birthday! That's right. We will be hosting the FCA's 41st Annual National Meet in Dayton, Ohio so mark your calendars for July 23, 24, 25, 2020 for the biggest birthday party ever.

—Article and photos by Jerry York (FCA #7822)
Drone Shot courtesy of Jim Ratliff

More Regional photos can be found on pages 20-21.

FALCONS FOR SALE



1962 Falcon two-door Station Wagon, Rust-free Colorado car, new blue paint, new headliner, new carpet, new upholstery, re-chromed bumpers, five lug 14" wheels, V8, Hurst manual floor shifter, new radio, good glass, runs great. More color pictures can be seen on Minneapolis Craig's List at 1962 Ford Falcon. \$17,500 OBO. Ron Lofgren, 612-719-3060, ron.lofgren@yahoo.com. MN. 181110

1962 Ranchero, 170 ci engine with three-speed transmission. Red paint with black interior. Garage kept, \$4,500 or OBO. 1963 Ranchero. 250 Ford engine with automatic transmission. Wild Strawberry exterior with black interior, \$3,500 or OBO. 1966 Ford Econoline five window pickup, 250 ci engine with automatic transmission, \$3,500 or OBO. Selling all due to health. All complete, but need to be finished. Fred Dennis, Arkansas. Call at 501-627-4065 or email my daughter at chollingshead@outlook.com for more questions or to send pictures. AR. 181003



1963 Futura Convertible—Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine, and two movies. \$20,000 OBO. Mark, 508-280-8046, wecamp1@comcast.net. MA. 181003



1963 Falcon Ranchero, Teal and Pearl, custom airbrushed paint, inside and out. Airbrushed mural on aluminum Tonneau cover, 302 V8, C4 auto, Dual exhaust, buckets and console. Chrome Ford GT wheels, Dolphin gauges in Billet aluminum cluster, excellent mechanicals and very solid body. Other pictures available. \$19,500. Call Barry, 585-889-4259, Halfpete@Rochester.RR.com. NY. 181112

1963 Falcon Sprint convertible, originally Rangoon Red with red interior, 260, four-speed, rust-free Nevada car. I have a correct set of convertible buckets included with the sale, and I may even have the correct convertible center console, it's yours if I do. At some point rear fender flares were added with very wide tires on a Ford nine-inch, and it was painted yellow. The original eight-inch is long gone. I had it running approx 15 years ago when it arrived from Nevada. It has been covered in dry storage since. Needs a full restoration but the bones are good. One of 4,602 Sprint convertibles, not sure how many were red with a four-speed, can't be many left. I don't need to sell, but I'm realizing I won't get to some of the projects I've been collecting over the years so it's time for someone else to get this car back cruising again and enjoy it. I have a clear title. Asking \$9,995 with one NOS Ford quarter panel, or \$8,995 without. Contact Terry at support@FrostHeater.com. Arlington, MN. 181108



1963 Falcon convertible, 200 six-cylinder four-speed, many new parts. Red, black top and interior. AC, car in good mechanical condition. Lost garage space, must sell, wife unhappy, \$9,500 OBO. John Raia, 201-757-6583, home 910-399-3144. Drive anywhere! NJ. 181112



1965 Ford Falcon Futura FOR SALE, teal blue; two-door,, HT, 289, automatic on floor, white leather upholstery; restored from frame up; pictures and specs available, additional pictures available, \$19,500 OBO. Owner Dennis (Sarge) Sargent, Raleigh, NC, 919-803-2966; 1945gsargent@gmail.com. NC. 181111



For sale 1965 Falcon two-door wagon in the restoration mode. The car has a 351M and is bored .60 over. The engine, transmission, suspension, and brakes are new. It has a Ford 9" rear end. Has about 10 miles on the rebuild. I have most of the parts. I have rewired this car with the American Auto Wire harness. This is a very nice wire harness, every wire is labeled where it goes. The transmission has the C4 auto and has the slap stick. I have new carpet and pad. The floors have been repaired. There is a little rust behind the rear wheels. The top is in good condition and not rusted through. I am asking \$6,500. Rick Birr, rick65wagon@gmail.com, 480-577-8556. AZ. 181113

1965 Futura Convertible, 200/C-4, older restoration, but looks good; Rangoon red paint, w/black interior, lots of recent mechanical work and great cruiser; \$12,995; 1965 Ranchero, solid 302/three speed; great body, needs driver's floor, good running 302 included, \$3,500. 1964 Futura Convertible, 200/C-4, good runner, mechanically sound, Guardsman Blue, looks good with new driver

quality paint, needs interior, \$9,995; 1964 Futura Hardtop, 260/three-speed, but we have a T-10 or Toploader for it, with the blank column, mount and floor cover; needs total restoration, but will look great with OEM red paint and black interior; price with transmission conversion: \$3,995; 1963 four-door Deluxe, 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg at lpbroadband.net or 970-593-1964. CO. 181001

1965 Sprint \$1,500; 1964 Futura H/T bare body in primer on rolling chassis including many interior and exterior parts \$4,800; 1964 Sprint Convertible, \$1,000; 1964 Futura H/T with Comet dash and 302 V8 three speed, \$1000. JL Branson, 4097 Hwy T, Marthasville, MO 63357 phone 636-357-8522 cell or email jlwbanson@mail.win.org. 181025



1970½ Falcon 429 stroked to 501. Engine professionally built, near 600 hp/600 ft. lbs. when run three times on an engine dyno, Edelbrock heads and intake, MSD Atomic EFI, FPA ceramic coated headers, dual exhaust, professionally built C6, -6AN fuel/-10AN heater lines, light weight balanced driveshaft with hoop, 31 spline Strange axles, 3.50:1 gears, Ncase, Detroit Locker, custom blt. frame connectors and traction bars, 26 gallon aluminum fuel tank, battery in trunk. Seats redone in original Falcon fabric, new headliner, window post trim (not installed), new audio system, USB, hood tach, custom painted GT scoop (how to article in *Fairlaner*). Original paint and dash pad with some tears, dents and dings, newer tires 275/60x15 rear, 225/60x15 front, polished five-spoke wheels. Pictures on request. \$27,900 OBO. Contact Jim at jwreese@tranquility.net, 573-864-3153. MO. 181105

—Continued on page 10

Meeting the Legend: “Ohio George” Montgomery

As your editor, I try to attend one or two regionals each year, if possible. In 2018, the Ohio Regional was at the top of my list. I look forward to seeing “new” Falcons that come from the various regions and meeting new Falcon Club members from all over the U.S. and even at times from other countries.

Our chapter president asked who was going to attend the Ohio Regional and when I raised my hand, one member approached me and gave me some magazine advice: Make sure you interview “Ohio George” Montgomery, who will be at the meet. “Okay,” I replied, confessing now I had no clue the complexity and fame of the man I was soon to interview.

The first thing I did was Google him and find he was quite popular on the Internet. Wikipedia defined him as an “American gasser drag racer.” There I also learned he was a member of the Don Garlits’ International Drag Racing Hall of Fame. *Motorsport* put him in their Top 50 Greatest Drivers and said this about him, “No racer in the gasser ranks could match Montgomery’s record in national event competition. The class winner on many occasions at the US Nationals, Montgomery drove his AA/GS machines to victories in Indy on four different occasions and also claimed an additional three titles at other events.” They also said, “Still running his ‘33 Willy’s body at the time, Montgomery was approached by Ford to consider racing with a more current body—which was the same type that was on display on showroom floors. Montgomery agreed to begin running a new Mustang body in mid-1967 and immediately realized the benefits of the car’s inherently superior handling and aerodynamic characteristics.”

I watched videos, such as <https://www.nhra.com/videos/2017/tales-strip-iconic-ohio-george-montgomery>, among many others. If you want to know more, search for “Ohio George Montgomery” and watch them yourself. You will be fascinated by the cars, the racing history, and by the man himself and the legacy he has left. I found photos, diecast

cars, books, magazine articles and other memorabilia with his name attached to them. My favorite find was a scale model kit of his 1960 Ranchero, the “Little Eliminator.”

George’s Ranchero, the full-sized “Little Eliminator” received great publicity in its day. It was presented to George for his winning the Little Eliminator Class at the ‘60 National Hot Rod Association (NHRA) Nationals in Detroit, Michigan.

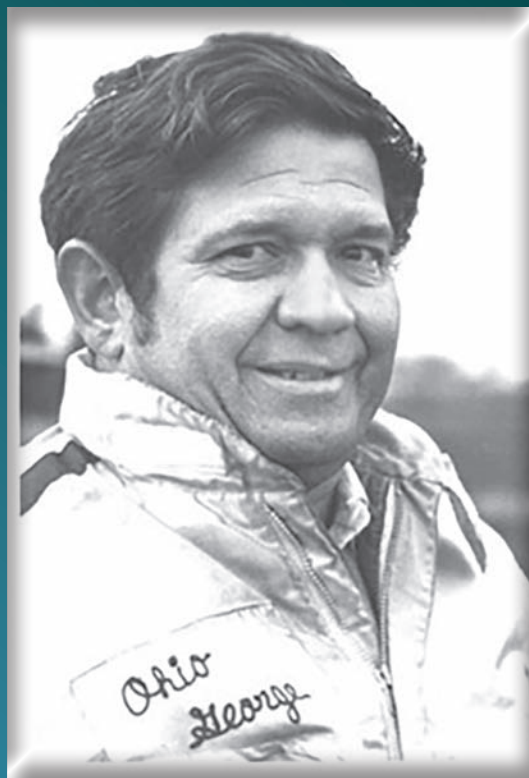
Autolite sponsored the award; the car was purchased from a Detroit Ford dealership, Jerry Bielfield Co. and painted Corinthian White. Its distinctive door signage made it stand out in a crowd. The car and its signage are still in pristine condition. It was used as a work vehicle performing duties like hauling parts and equipment

and pushing the drag cars into position. George made a few improvements to the Ranchero, but retained the majority of its originality. It was retired in 1985.

His Career

This drag racing “King of the Gassers” legend started his NHRA record pursuit in the late 1940s and early 1950’s in amateur racing. This was the beginning of professional drag racing as we know it today.

As a young boy, George liked mechanical stuff. A Ford tractor his family used for farming was the first machine he worked on. George worked as a mechanic



at his uncle's Ford tractor dealership in Xenia, Ohio and also worked at Dayton Lawn Mower Company, repairing and rebuilding lawnmower engines. When George graduated from high school his dad got him a job at Delco Products in Dayton, Ohio.

George's professional race activities began in the 1950s in a hopped-up 1953 Cadillac. Later came a 1934 Ford five-window coupe with a flathead engine.

While still working at Delco Products, he spent his spare time making trick stuff for the '34. That '34 Ford was a dual-function street/drag machine and was seen frequently on the streets around Dayton, Ohio. George started making money helping out a local speed shop in town by installing cams for \$20 and doing valve jobs for \$5. He opened his own shop, "George's Speed Shop" in 1950.

In 1951, he and a friend towed his 1934 Ford to compete at the Bonneville Salt Flats in northwestern Utah. He soon swapped that five-window body for a three-window coupe body.

His website says, "By 1955 George had a blown Cadillac motor, a La Salle Transmission, and an early Ford rear end in the '34 Ford. It was FAST. He won a pair of NHRA Safari tours and Top Eliminator, even beating all the dragsters with it."

One of George's friends suggested he needed the all-steel 1933 Willys that he'd seen at a salvage yard. He took the advice and competed with it in the NHRA Nationals in Detroit Labor Day, 1959 where it won both the "A" Gas and Little Eliminator classes. This car also introduced his innovative "Concrete Spare Tire" for optimum rear weight distribution. NHRA later banned it.



George's car went on to win Nationals in 1959, 1960, and 1961. In 1961, he switched to a blown small-block Chevy to run in the new A/GS Supercharged class which he won Class and Middle Eliminator at the 1963 Nationals. In '64 his was one of 10 cars selected to participate in the US Drag Festival in England. He was popular in the racing circuit and soon Detroit's "Big Three" began to notice. Ford selected George to develop its new 427 ci SOHC hemi engine. With it he won US Nationals in 1966 and 1967, still using the '33 Willys body.

In 1967, Ford approached George with the idea to use a more current body to race. George later began racing the "Malco Gasser," a Ford Mustang body on a

—Continued on page 12

Montgomery's '33 Willys and his Ranchero, the "Autolite Award" trophy for winning the 1960 Little Eliminator title at the Detroit Nationals. The Ranchero at this time was unrestored and had only 7,000 miles on it. George used it as his racing push/tow vehicle for the rest of his career.



—Continued from page 7



1954 Ford Tudor Ranch Wagon, 390 +.030 FE, top loader, four-speed Hurst shifter, 9" rear 3:50 posi., 31 spline, six-foot ladder bars, 20 spoke 15x4 Kelsey Hayes, 15x10 molded cheater slicks, 1955 Ford truck front axle, disc brakes, Holley 750, Edelbrock intake, Custom paint with gold leaf lettering, and so much more. \$35,000. Don Waters, 816-739-5570. MO. 181102

PARTS FOR SALE

Used good condition: 1964–65 Sprint wood steering wheel with horn ring, \$200. Brand new never used CSRP spindles of Austin, Texas for V8 conversion on a 1964–65 Falcon, \$200. Used rebuilt 1-1/8 pitman arm, \$100. New seven inch power steering reservoir, \$50. New export brace, \$75. Refurbished 8,000 rpm Faria tachometer, excellent condition, \$150. All items listed buyer pays for shipping. Call Ken, 586-322-6236 anytime, eastern time zone. MI. 181101

Parting 1960–65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Steve, 360-430-0143. WA. 181103

Nice 1965 Mercury Caliente grille. 1964–65 taillights, some with back-up lights. Chrome for 1964–65 Falcons. Doors, fenders, hoods, trunk lids. Rear curved glass for station wagons. Fan blades, pulleys, inner and outer windshield chrome for 1963–64–65 Futura and Sprint hardtops. Vent windows with chrome for 1963–65. Much more. Bob, 806-683-3550. TX. 181118

Used Performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use; can be improved, with cap, \$140. Ring and pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$150. Original 86-93 Ford aluminum manual trans bell housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, may have had a bolt crack repaired, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational, \$100. Chrome breather cap, \$5. New Eastwood buffing

wheels, (one) 6"x 1/2" sewn #13034, (two) 6"x 1/2" loose #13043, (one) 4"x 1/2" loose #13042, all unopened, except one of the #13043 was opened but not used, throwing in two tubes of buffing compound, because condition/status unknown: (one) Rouge #13001 and (one) Tripoli #13135, \$10. Small block T5 clutch bolt, \$3. 12-volt small block starter, stock style, came from manual transmission T5 vehicle restored in 2006, used occasionally for recreation use only, \$35. Sunpro triple automotive gauges, black, mechanical temperature, electrical volts and mechanical oil pressure, red pointers against black background are easy to read, \$20. Items worked fine when pulled from vehicle; photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 181104

Set of four 1965 Deluxe full hub caps. Spinners re-plated, caps polished, etc. Excellent! \$250 plus shipping. Steve 360-430-0143. WA. 181107

1960-1965 Ranchero Craftec vinyl tonneau cover white new cover only no frame \$40 + shipping. Master cylinder brass fittings, \$10 + shipping. Mike Hays, 573-735-4355 MO. 181011

New 15" wood and aluminum steering wheel. Three spoke, Cobra slotted frame, Canter hole 3 1/2". Has nine rivet holes, stamped Motor-Lita France SA (not Moto-Lita England). \$275 close offer. Base front top loader narrow bolt case. Tag reads HEH-G, fits 260–289 Mustang, may fit Tiger, Fairlane, Cobra, Falcon, \$200 close offer. Autolite 4100 1.08 carburetor, in pieces, \$100. Many other 4100 carbs. No Hi-Po. All prices plus shipping. John Simone, 413-336-5307, Easthampton, MA. 181025

1963 radio plays good, nice buttons, \$60. 1963/65 260–289 distributor, \$20. 1963–65 260 air cleaner, \$45. 1965 four blade fan, NOS C5 8600 A2, \$20. 1964 260–289 generator mount, \$35. 1964–65 260–289 carb 2-B spacer, \$15. 1965 289 crank standard, 40. 1965–66 V8 three-speed transmission, duel bolt pattern, \$120. 1979 Granada, four speed with O.D., \$125. Roger Kosecki, 989-753-2686. MI. 181010

The following are from an original '64 Fairlane 260, good used condition: air cleaner and snorkel, missing original lid, very minor surface rust, can be refinished, (optional aftermarket chrome lid available for additional \$5; minor surface rust), fits Autolite 2100 2V and 4100 4V carburetors. \$45. Autolite 2100 1.01 C4OF-AK Carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with

OEM aluminum spacer block, \$100. Ignition coil, canister style, unrestored and untested, includes bracket, \$20. Pair exhaust manifolds with surface rust, driver side has broken and missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove, \$35. Four blade radiator fan C2OA-8600-B, 17-1/2" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust, no cracks, believed to be Ford PN C2OA-8600-B, which was not marked, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, also not marked, \$70. Generator assembly C2OE-10039, unrestored and untested, includes generator core, flexible shield and brackets, \$200. Motor or engine mounts, pair, no cracks, repairs or issues evident, 7" bolt spacing, portion mounting to motor not frame, \$45. Water pump C2OE-8505, unrestored, untested, aluminum; can be rebuilt, \$50. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 181104

NOS parts: C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C park lamp lens \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO. 181007

1964 and '65 trunk locks with w/key(s), driver chrome, two keyed for your glove box lock as well, \$95-150 each, ready to install; Good used door locks, all metal w/new keys '60-63 sedans/Ranchero/wagons; \$60 a pair; \$70 with ignition tumbler, three locks; \$90 w/glove box lock + bezel, four lock set; '60-61 Comet 13" full wheel covers: two sets, one very nice, one needs some work; \$40-\$80 per set of four. 1962-63 Deluxe/Squire full wheelcovers; several sets from good driver quality to excellent: \$40-\$150 per set of four; '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five bolt 13" wheels \$50 each, set of five for \$200; 13" four lug wheels, \$25 each, or \$100 for a set of five. 13" wire spinner hubcaps #1-4 condition, \$110-550 per set. Six cylinder dipsticks, \$20 each, 1964-65 Ranchero single side trim set minus the gas cap trim, \$595; 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150-400 each, '66 fenders and tailgates, \$100-400 each, bed

trim w/snaps and without out, \$395-495 per set complete, '66 Ranchero front/rear bumper cores, \$150 each, also front/rear bumper brackets, \$100 per set. 1966 Ranchero four-speed floor hump, \$150, '66 Ranchero four-speed steering column, \$150. 1966-70 clutch/brake pedal sets, complete \$200. '66 Ranchero miscellaneous interior trim and badges \$5-50. Old Fashioned Horsepower: one pair 302 V8 C8OE heads, \$200, one pair 351 C9OE V8 heads, \$350. Six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95.00 each. 1961 grilles, driver quality to NOS, \$15-400. Remanufactured generators for 260 V8, still in their boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested. Blank shift collars to covert a stick shift to floor shift, \$85 each. Good used 2.77 3 speed transmission, \$200; All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at www.kelloggsgarage.com. 181001

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome, seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 636-228-4501, forwards to cell 636-357-8522, or email jlwbbranson@mail.win.org. MO. 181025

PARTS WANTED

Rear bench seat required for 1964 or 1965 convertible Falcon. Seat needs to be in satisfactory condition for re-covering. Please contact via email at nicholas.jackson@stjames.com or telephone/text 011 44 7789991530. England. 191005

1963 Falcon Delux two-door wagon parts. They must be in excellent condition, either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-480-2556 or kslitteken@aol.com. 181007

—Continued on page 19

“Ohio George” Montgomery

Continued from page 9

Willy's chassis. It had a Ford C6 transmission, Ford nine-inch rear end with a torque tube and axles he'd fabricated, along with other custom designs. He won titles in Super Eliminator at the Spring Nationals and Nationals in 1969.

“Mr. Gasket Gasser” came next—a 1969 Mustang Mach 1 fiberglass body with a Willy's frame. Wins followed in 1969 and 1974. Performance improved but they didn't have the fan identity the older bodies had.



Ohio George Montgomery's Willys gasser is on display at the Henry Ford Museum in Dearborn, Michigan. It is the car with which he is most recognized and which earned him nine NHRA National titles.



This 1967 Mustang Malco Gasser debuted at the 1967 NHRA Spring Nationals in Bristol, Tennessee. The 671 blown 427ci SOHC Ford engine made approximately 1200 horsepower on pump gas. It raced until May 1975 and is on display at the Peterson Museum in Los Angeles, California.



This 1934 Ford three-window Coupe, currently is on display at the Don Garlits Museum in Ocala, Florida, was George's first serious race car. Powered by a Cadillac engine with Dual-Quad Carbs and later replaced by four two-barrel carbs and a McCulloch blower, it was competitive throughout the 1950s.



The 1974 Pinto Malco MXP made its debut in 1976 at the Englishtown, NJ Summer Nationals. George set two National records, had 14 NHRA National event class wins and won Best-Engineered Award. It last raced in Indy in 1985 and is now in a private collection in California.

engine building business to include classic and vintage cars, tractor pulling engines, and a three-year stint with Winston cup cars. George, working alongside his son Gregg in George's Speed Shop, Dayton, Ohio, was also the sole supplier for the Indy Lights racing series specification engines. Today, George and Gregg continue the family tradition of building high performance blueprint engines for many vintage muscle cars and rare collector cars while still operating what is truly "The Nation's Oldest Speed Shop."

—Janet Wilkerson (FCA #15002)
Blue Springs, Missouri

Sources:

[Wikipedia.com](https://en.wikipedia.com)

motorsport.com/us/vintage/

news/50-greatest-drivers-28-ohio-george-montgomery/1885206/

georgesspeedshop.com/

OOPS!

In the October 2018 issue, the seat track photos were mislabeled for hardtops and 1961–62 seats. The proper labels should be:



Luke looks right at home in his Papa Steve's 1965 convertible.



FCA National Meet July 11–13, 2019 Winter Park, Colorado

The 40th Falcon Club of America Annual National Meet will be held July 11-13, 2019 at the Vintage Hotel, Winter Park CO. Celebrating 40 years of the Falcon Club of America! Brought to you by the Mile-Hi Chapter of the FCA.

The Vintage Hotel is located at the entrance to the Winter Park Resort. The hotel itself hosts an outdoor heated pool, hot tub, and dry sauna. There are plenty of additional activities within a few miles, which include multiple restaurants, biking and hiking trails at the Village Base. The Cabriolet Gondola is located at the Vintage Resort and is a free, 2 minute ride connecting the Vintage Resort with the Village Base and many of these activities. Please note that there are limited rooms at this property. Rooms at the hotel are \$92 plus resort fee and tax (currently 17.205 % total). Room rates include Wi-Fi and parking complimentary. Room amenities include a microwave, mini fridge, iron and ironing board, in-room safe, alarm clock, hair dryer, and coffee/tea maker. Overflow rooms are provided at the Frasier Crossing/Founders Pointe and the Zephyr Mountain Lodge Condominiums, located in the Village Base.

The cut-off dates for these at all hotels is June 17, 2019. Please contact reservations at 970-726-8801 to reserve a room and let them know you are with the Falcon Club of America.

Things to do in Winter Park

When the snow capped peaks melt away to flowing rivers and lush valleys, Winter Park transforms into a summer playground for outdoor enthusiasts who love hiking, biking, horseback riding, rafting, fishing, zip lining and more. Looking for a unique experience? The Rocky Mountains Winter Park Adventure Quest has zip lines and aerial adventure park to take you up to 40 miles per hour, high above the ground with four incredible locations offering unique thrills, all you have to do is choose your course. Winter Park Adventure Quest offers many more adventures such as guided rock climbing so be sure to check them out!



Want to stay a little closer to Winter Park? Head to Snow Mountain Ranch in Granby to soar through the sky on one of their zip lines. Try the family friendly zipline or for more extreme adventure, the high zip line. Granbury Ranch also offers family-friendly activities including golf, fishing, hiking, and mountain biking.

Winter Park Resort is home to Trestle Bike Park—Bike Park USA, a downhillers' favorite place to get their adrenaline fix! America's premier full-service bike park features 40 miles of trails for riders of all ages and abilities and offers the largest rental/demo fleet in the country, plus food and lodging to refuel for another day.

There are plenty of shops and restaurants in the Village of Winter Park, Downtown Winter Park, and the Town of Fraser; authentic Colorado gifts, custom artwork, clothing, and restaurant outlets. Cooper Creek Square hosts many great events, live music and family-friendly activities in their courtyard year-round.

For additional information on events visit <http://www.playwinterpark.com/summer-activities>

Show Highlights

Along with the beauty that comes with the Rocky Mountains, planned special events include the Ladies Tea, Banquet, and a cruise.

Register online at falconclub.com.

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Number one on the list of Rarest Falcons is the 1965 Ranchero — Standard with bucket seats. (photo shown with bench seat). Only 16 units of this model were produced.

By the Numbers: Ten of the Rarest Falcons

By Wally Tirado

While reviewing the production statistics of the Falcons on the FCA website, not all models (body types) had production figures provided, particularly the Ranchero models. In researching the missing information, I found that some of production numbers were actually inaccurate. Additional information breakdown was also found on some models that will be shared at some other time. From the research completed, I have compiled a list of the ten rarest Falcons. The Econoline or Club Wagons are not included as part of this list. This list is intended to indicate model (body type) production units only. Even rarer Falcons could have been determined if Ford had retained detailed statistics of the engines and options installed on those models.

Most knowledgeable Falcon owners believe that the 1965 Sprint Convertible [76D] model is the

rarest. Actually, that model is number nine on our list. While certainly not the rarest as we now know, it is arguably one of the most desirable.

The list contained expected and surprising results at the same time. While one would expect convertibles and utilities to be on the list, there are two standouts on this list.

First, the 1964 Futura Hardtop bucket seats with no console [63H] (#8). It is surprising to me that someone would intentionally order bucket seats and not want a console. A late year development certainly, as the 1965 Falcons with bucket seats had to order a console separately as an additional option just like the Mustang of the same year.

Next, the 1961 Tudor Sedan [64C] (#2) was the most surprising of all; listed as an "Economy" as opposed to the Standard [64A] or Deluxe [64B] models. I researched every piece of literature I

could get my hands on; even the 1960–64 Ford Car Parts and Accessories Catalogs did not list the model. Just to be sure two different unrelated sources confirmed the production figure. At \$1,912 the standard Tudor Sedan [64A] was thought to be the cheapest Falcon (except Ranchero), you can buy; pretty Spartan already at that price with no options. How did the “Economy” model come equipped? If you own or have any information on this model, let me know; I’d like to do an article on this Falcon.

In researching production figures, additional information can be extrapolated from the numbers. 1964 produced the most models of any year. The peak of production occurred in 1961. The most produced model ever was the 1961 Fordor Deluxe Sedan [58B] with 104,324 units. From there production continually fell until 1968 where it rose slightly that one year until finally fading out of production in 1970. 1970 (not ‘70½) model year produced the least amount of Falcons of any year at 15,694 units. While models of that year ranged from 5,300 to 1,000 units, surprisingly no model that year made the top ten.

—Wally Tirado (FCA #5178)
Plano, Texas

	Falcon	Model Number	Units Produced
#10	1964 Sprint Convertible – Bench Seat	76E	626
#9	1965 Sprint Convertible - Bucket Seats	76D	300
#8	1964 Hardtop – Futura - Bucket Seats - No Console	63H	285
#7	1964 Ranchero – Deluxe – Bucket Seats	66H	235
#6	1965 Futura Convertible - Bucket Seats	76B	124
#5	1963 Sedan Delivery – Deluxe	78B	113
#4	1965 Sedan Delivery – Deluxe	78B	112
#3	1964 Sedan Delivery – Deluxe	78B	98
#2	1961 Tudor Sedan – Economy	64C	50
#1	1965 Ranchero – Standard – Bucket Seats	66G	16



#2: 1961 Tudor Sedan – Economy – 50 Units



#9: 1965 Sprint Convertible with bucket seats – 300 Units



#3: 1964 Sedan Delivery – Deluxe – 98 Units
(pictured with aftermarket wheels)

Article sources:

“The Production Figure Book for U.S. Cars” by Jerry Heasley
 “Standard Catalog of Ford, 4th Edition” by John Gunnell
 “Standard Catalog of Light-Duty Ford Trucks 1905-2002” by John Gunnell

Frank “Andy” Bell (FCA #2572)

October 25, 1964 – August 21, 2018

Frank Andrew Bell was born October 25, 1964 in Fort Worth, Texas. On Tuesday August 21, 2018, Frank transitioned to his Heavenly Home. Frank was a graduate of Crowley High School, class of 1983. He then completed his business degree at The University of Texas at Arlington which launched his career as a financial advisor.



Frank's true passion was a love of cars, particularly Ford cars. He was a proud, longtime member of the Heart of Texas Chapter of The Falcon Club of America and the Maverick Car Club. He was also a former owner of Bell's Speed Shop where many hours were spent lovingly restoring classic Ford cars with friends. Anyone who knew him was amazed at his endless knowledge of Falcons. He had a wicked sense of humor and a love of life.

FINAL JOURNEY

Other Falcon Club members' tributes relate how much he meant to others and to our club:

“Frank was a guy I saw at many of the car-related events. We officially met at The Yellow Rose All Ford Car Show probably 13 or 14 years ago. He was with Shannon and I with Tammy. The two girls hit it off immediately as they were both third grade teachers. Frank and my conversation was very comfortable and easy—which doesn't happen often for this introvert. And just like that, I had a new friend! We had some really fun adventures together, and I am sure going to miss him. Probably the most meaningful aspect of my friendship with Frank is the cadre of friends I now have because of him. He introduced me to the Falcon Club of America, and I have so many dear friends now... because of Frank. Even though he is gone, my life is still enriched because I knew him and called him friend. Rest in peace, Frank. We will see each other again, someday.” — Billy Pope

“Frank was bigger than life. If he was in the room everybody knew it, and for good reason. He was a showman, a leader, a giver, a friend. He was a great friend to his Falcon family and it will be a long time before anyone else will fill his chair at the table. Frank, peace be with you.” —Jim Guthrie

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—Continued from page 11

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1960, 1969, and 1970½ Features and Specifications similar to what are available for 1963–66. These are NOT commercially available! I am making them available to recoup investment for FCA Technical Library. You will receive a REPRODUCTION of original document. \$8.00 includes shipping vis U.S. Mail). Wally Tirado, 7101 Sharps Dr. Plano, TX 75025, 214-215-7485 or wally@wtirado.com. 181107

Shop Manuals by Ford: '60–'63, \$34.95; '64–'68, \$49.95 ea. '69–'70, \$59.95 ea. '63 Owners Manual, \$14.95. Part Interchange Manual, '60–'65 or '63–'70, \$39.95 ea. Falcon 140 page Road Test book, '60–'70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077, Alex@books4cars.com. 181109

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These “tips” are from *Buyer’s Digest of NEW CAR FACTS for ‘60*

HAVE MORE FUN ON TOUR



Some things haven’t changed.
Some things changed a little.
Some things changed a lot!

Should you take the car cross-country?

Here is the wisdom of experience on planning a trip.

Only a little over 50 years ago a Model T made history and headlines by racing from New York to Seattle in 22 days. Race or no, it took courage to go off across the USA with no very clear idea of where to find gasoline or even a road. Today, all you need is time.

The glamour of long distance driving hasn’t worn off, but America’s superhighway system makes it easy. You can drive from Boston to Chicago without hitting a traffic light; 1,000 miles is hardly an exceptional trip.

A big steamship company has this slogan: “Getting there is half the fun.” This applies to automobile vacations as well. If you plan things right you can do a lot in two weeks with a car, do it cheaply, and have an experience you’ll never forget.

TIMING IT RIGHT

Months before your vacation starts, make planning it a family project. You’ll find a lot of pleasure in this, and you’ll avoid the risk of choosing a destination unwisely at the last minute.

Suppose you live in an Eastern state and want to visit Rocky Mountain National Park. A trip to the library, a letter to an oil company or auto club will get you the mileage. Divide this by the



number of travel days available and you have the distance

you must travel each day. Three to four hundred miles is an easy day’s run on today’s roads.

Don’t stretch the trip to fill in any days left over. You need the time for sightseeing or just plain loafing.

Assign one member of the family to list the most interesting things along the route and to ruthlessly cross off the unimportant. (If you try to cover too many you’ll be satisfied with none.) This way you know in advance what you can and can’t do.

WHERE TO SLEEP

There’s one basic rule for selecting a motel: be choosy. Prices in a given area don’t vary much, so the first class motel costs very little more than one that looks rundown. Look at the room before you sign the register -and don’t be shy about leaving if you don’t like it.

Make reservations whenever possible, especially at the height of the travel season. Choose a motel that is a member of an association (there are dozens now), and the proprietor will wire ahead to a motel in the area you expect to reach the next night. You’d be surprised at how much more fun traveling is if a room is secure.

In New England and parts of the Midwest, don’t overlook the “tourist home,” a private residence offering rooms that are often quite comfortable at a lower rate than the motels. More homey, too—and the proprietor may turn out to be a wonderful guide to local attractions.

WHERE TO EAT

“Recommended” eating places are recommended for different reasons. An endorsement may mean an acceptable standard of cleanliness and quality at a fair price for the area and season. It makes no attempt to judge the gourmet qualities of the food. Turnpike restaurants franchised by state authorities provide dependable but uniform menus; so do the well-known chains. Roadside diners are a good bet for light meals if they appear to attract local as well as transient trade. Larger towns usually boast at least one “best” place.

Ask people you meet along the way.

A good general rule: Eat the food of the country. It will be the freshest and best prepared. Order lobster in Maine, but not oyster stew in Montana.





CROSS-COUNTRY CAR TIPS

Before starting a long trip, be sure your car is ready for hard driving. A few hours spent at your hometown dealer's before the trip may prevent a few days spent hanging around a repair shop in some uninteresting town.

Don't push your luck by saying, "We're only going to be away two weeks." On a long drive two weeks may mean 2,000 miles, or five times as much mileage as you'd run up at home. Allow for routine maintenance more often—for example, the 1,000-mile lubrication will come due every three or four days.

Look ahead for other checkpoints, such as the 6,000-mile tune-up. Have the engine tuned before you start. This alone will save many dollars in fuel economy; avoid trouble.

Tires get faster wear, too. If badly worn, they should be replaced ahead of time. Be sure to check front wheel alignment, especially after any lengthy

driving on bad roads. If alignment is off, tires will take a severe beating at sustained high speeds.

Check tire pressure first thing each morning, when tires are cool. Hot driving increases pressure, gives a false reading. Don't bleed the air. On the contrary, since you are carrying a full load, add a couple of pounds to the recommended pressure.

For a very hot road, such as crossing the desert, add a couple of pounds more. And never speed in extreme Death Valley heat; it's murder on tires. Take your time.

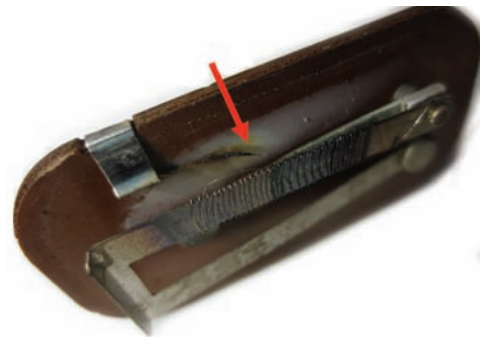
Tie in gasoline stops with food and sightseeing stops whenever possible. It saves time and is a good precaution in thinly populated areas, or where stations close on Sunday.

If you have trouble with your car, stop at the first Ford dealership whose sign you see. "Tomorrow" may be 500 miles away, enough to grind a minor noise into a major breakdown.

Make Your Own Solid State Constant Voltage Regulator



In the photo below, you can see that the contact point has melted completely as well as the fine wire. Obviously it no longer functions.



In the above photo the fine wire has broken between the metal arm and the ground clip. This one also does not function.

- If your fuel level and temperature gauges both stop working, it is more than like a failure in the Constant Voltage Regulator (CVR). The CVR reduces the voltage from the battery 12+ volts to about six volts. It does this with a bi-metallic strip that opens and closes a set of contact points (similar to the voltage regulator on the radiator support). When the points are closed it delivers 12 volts, when the points are open it delivers 0 volts. Since the points open and close very rapidly simple math tells us that $(12+0)/2 = 6$ volts.
- Why not just have gauges that work on 12 volts? The best explanation is that prior to 1956, Ford used a six-volt system. In 1956 the switch was made to 12-volt systems, rather than designing new gauges, a CVR was used to continue use of the existing gauge designs.
- A new CVR used to be available at any auto parts store and they were relatively inexpensive (\$5.00 or so). Today you will probably only find a CVR sold by classic car parts vendors and the price is

By Dick Harrington

in the \$25.00 neighborhood. A replacement CVR that uses solid state electronics is now available in the \$35.00 range. The solid state CVR delivers a constant six volts (+ or -) and with no moving parts it is unlikely to wear out.

- Several online chat sites mention how to make your own solid state CVR. A quick search of the internet produced a how-to (Squarebirds.com). The author did a nice job of illustrating how and what you needed to convert your old mechanical CVR to a modern solid state CVR.
- I started by searching online to buy the parts necessary to do the conversion. I had little luck since I am not an electrical engineer (EE) finding exactly what I needed. So, I emailed my daughter who works with EEs and asked her if someone could assist. Shortly I received an email with a parts list and a company to purchase from. I ordered enough parts to make 10 CVRs. The total cost including tax and shipping was a little under \$15.00.

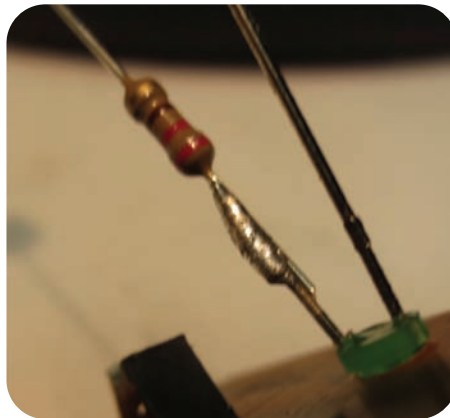
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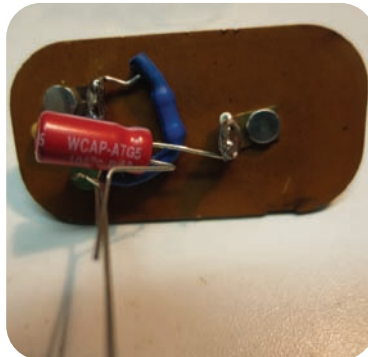
#1. The first step is to cut off the metallic strips leaving enough of the strip to solder components to. There is a small hole that had an adjusting screw in it. Remove the screw and then drill out the hole so that the **LED GREEN DIFFUSED 3MM ROUND T/H** is a press in fit.



#2. Next a **220 OHM 1/4W 5% AXIAL** resistor is soldered to the positive side of the LED (longer wire). The resistor other end is soldered to the output terminal. A piece of heat shrink tube was used for short protection.



#3. Two capacitors, a small (yellow) capacitor (**CAP TANT 0.1UF 50V 20% RADIAL**) is soldered to the output terminal and the larger (red) (**CAP ALUM 0.47UF 20% 50V RADIAL**) is soldered to the input terminal (IGN). Notice that the second wires from the LED, and both capacitors are aligned with each other.



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807 Elmhurst Dr., Papillion, NE 68046
402-306-2507

Contact rgerdes4@cox.net for details

GATEWAY CHAPTER ST. LOUIS, MISSOURI

Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670

Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
16675 Orchard Valley Dr., Gurnee, IL 60031
847-244-4821

Meeting TBA

RAPTOR CHAPTER

Charles T. Mans
P. O. Box One, Princeton, IL 61356
815-200-6948

Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY

Jim Boyer
jlbmac357@gmail.com
816-806-5102

Meet first Thursday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS

Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495

Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER

Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067

Meet first Sunday bi-monthly, Southgate Holiday Inn,
17201 Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER

Currently Inactive. For Club information, contact
Regional Director Jack Ellis, 816-806-1806

South Western Region

Regional Director **Todd Gaudin**
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607; toddgaudin@yahoo.com

ALAMO CHAPTER, SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net

Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS

Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153

Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy, 940-300-3788
ryan_murphy_1981@yahoo.com
307 W. Locust, Whitewright, TX 75491

Meet second Saturdays of even months only.

NORTHEAST TEXAS CHAPTER

Currently Inactive; for Club information, contact
Regional Director Todd Gaudin
281-467-4607; toddgaudin@yahoo.com

SOONER STATE CHAPTER

OKLAHOMA CITY, OK
Jordan Mixon
jordanmixon@hotmail.com

Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS

Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110

Meet second Saturday monthly. Prince's Drive=In,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607

Check thirdcoastchapter.com or call to verify.

Mountain Region

Regional Director Kent Whisenand Jr.
7190 W 24th Place, Lakewood, CO 80214
720-480-4910; kw65falcon@gmail.com

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

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WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Chapter is currently inactive.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

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Meetings TBA

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Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER, LOUISVILLE, KY
Currently inactive; for Club information, contact
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FRONTIER CHAPTER, PARIS, ARKANSAS

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513-312-8799

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AURORA, NEW YORK
Mike Barren
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317-374-3580
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2126 S. Sherman Dr., Indianapolis, 317-418-8301

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Green Lane, PA 18054 • 215-234-8833
Meetings TBA

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Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
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location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard, 3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolffever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt, 200 Suburban Ave NE,
Concord NC 28025
704-453-0699; Exeasys_98@yahoo.co
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
706- 867-9475
2617 Camp Wahsega Rd.
Dawsonville, GA 30053
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

David Wagner
423-243-3525
7111 Wolffever Landing Dr
Harrison, TN 37341
65Sprint@Baldwinpines.com
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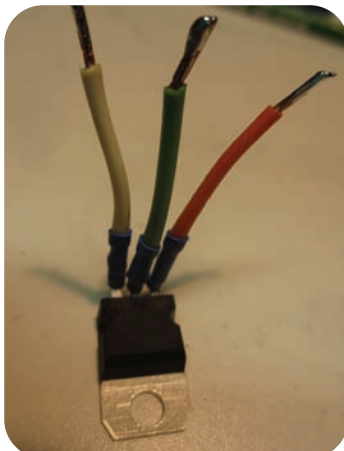
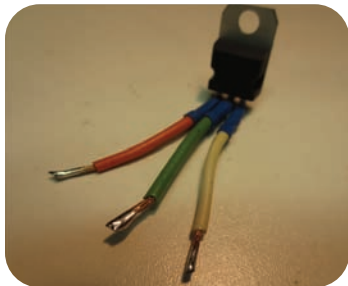
VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

Make Your Own Solid State Constant Voltage Regulator

—Continued from page 25

#4. The final piece of the puzzle is a regulator (IC REG LINEAR 6V 1.5A TO220-3). The regulator needs to have wires soldered on to three legs. The left leg (orange wire) is the input, 12 volts from the ignition switch (IGN), the center leg (green wire) is the ground and the right leg (white wire) is the output, six volts to the gauges.



#5. Once the leads are fastened to the regulator it is time to solder the leads to the circuit board. The orange wire solders to the IGN input terminal, the white wire solders to the output terminal and the green wire solders to the three negative terminals (LED and the two capacitors).



#6. The regulator is pop riveted to the case using heat sink compound to insure good contact between the regulator and the case. The regulator gets warm and needs to transfer the heat to the case and the dash cluster. The last step is to return the circuit board to the case and re-crimp the flanges.

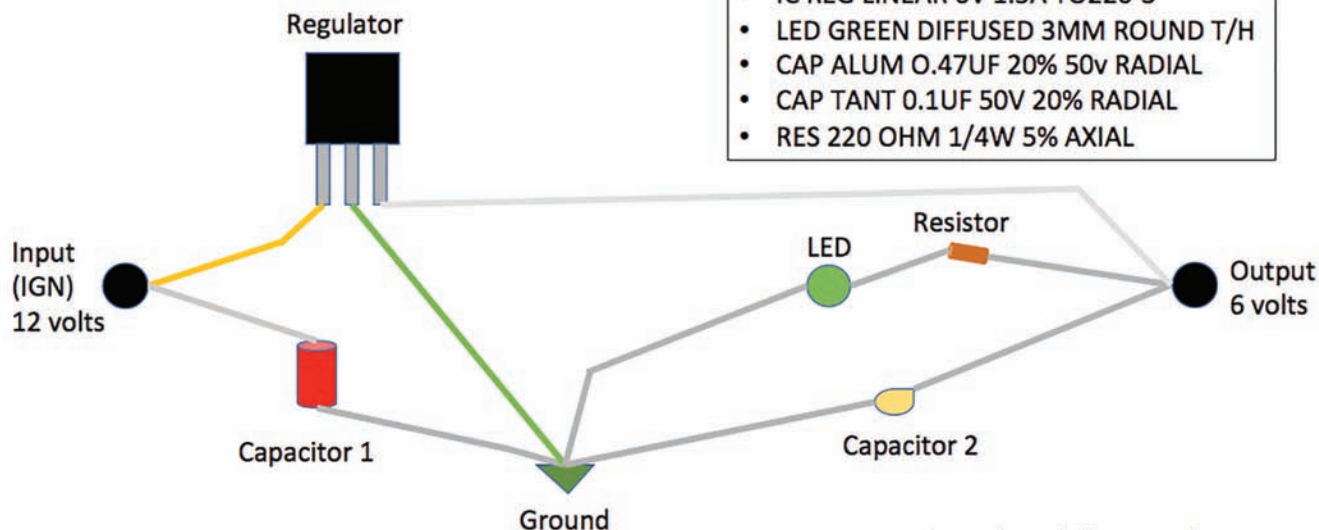


To test the solid state CVR, a 12 volt positive source was connected to the IGN terminal. The negative source was fastened to the CVR case. The digital volt meter positive lead was clipped to the output terminal and the negative lead was fastened to the case. I made two solid state CVRs, one has output of 6.02 volts and the other one has output of 6.29 volts.



—Continued on page 29

Wiring Schematic



Parts list:

- IC REG LINEAR 6V 1.5A TO220-3
- LED GREEN DIFFUSED 3MM ROUND T/H
- CAP ALUM 0.47UF 20% 50v RADIAL
- CAP TANT 0.1UF 50V 20% RADIAL
- RES 220 OHM 1/4W 5% AXIAL

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HOW TO ADVERTISE IN

The
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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

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Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

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Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
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A Flock of Falcons Gathered in Dayton, Ohio

Akron, Ohio was the gathering spot for Falcons. From East to West and from North to South they came, to flock together for a beautiful weekend in the Buckeye State. The Ohio Valley Chapter hosted their first regional June 1-2, 2018. These Falcons graced the parking lot at the Carillon Brewing Company as many locals and travelers came together for dinner on Thursday night. A trip to the National Museum of the U.S. Air Force, seeing a museum Falcon of a different kind, meeting Ohio George Montgomery, and having lots of fun and fellowship could be found at this well-attended car show.